1:Stanford U. S-4, 5 1956 AF16 SW China
~~AF16~~ AF16

In Southwest China, Chungking is the most
504 important river port. It is at the junction of the Yangtze and Chia-ling Rivers and is a terminus of the Chengtu-Chungking Railway. Loading equipment was installed on the Chiu-lung-po wharf at the port of Chungking after the completion of the Chengtu-Chungking Railway in 1952. Its loading and unloading capacity in 1955 was approximately 120 tons an hour.[75]

IV. AIR TRANSPORTATION

•509 When the Nationalists evacuated to Taiwan in 1949, the two aviation companies, the China National Aviation Corporation, and the Central Aviation Corporation left no airplanes on the Mainland. Most of the planes were flown to Hong Kong. But in November 1949, because of the sudden defection of Liu Ching-i and Ch'en Cho-lin, managers of the two companies, a dozen planes were flown back to the Mainland.[76] Approximately 4,000 company employees in Hong Kong supported Liu and Ch'en, but only a small number of them went back to Mainland China.[77]

75. China Daily News, New York, Nov. 4, 1955.
76. Far Eastern Economic Review, Hong Kong, Dec. 1, 1940, p. 673.
77. Ibid.

1:Stanford U. S-4, 5 1956 AF16 SW China
~~AF16~~ AF16

509 Because of shortage of civil airplanes, the Communists did not make much progress in civil air transportation during the first three years of their regime. Since 1954, however, there has been a considerable increase in the number of commercial airplanes, some of which were supplied by Soviet Russia.[78] Some planes are manufactured in Communist China, but most of the essential parts are imported from the Soviet Union, according to reports from Hong Kong.[79]

The two civil air routes in Southwest China in 1955 were the Peking-Hankou-Chungking line and the Peking-Sian-Chungking Line.[80] The international air routes which are in preparation include the China-Burma, the China-India, and the China-Vietminh lines.[81] The China-Burma civil aviation agreement, signed in Peking on November 21, 1955, provides that China's Civil Aviation Administration will operate the Kunming-Mandalay-Rangoon line and the

78. People's Daily, Peking, Sept. 29, 1954.
79. China Weekly, Hong Kong, Jan. 10, 1955, p. 23.
80. Ibid.
81. Ibid.

1:Stanford U. S-4, 5 1956 AF16 SW China
~~AF16~~ AF16

509 Burma Civil Aviation Corporation will operate the Rangoon-Mandalay-Kunming-Canton line.[82] The national civil aviation targets for the first half of 1955 were surpassed. The number of passengers was 13 per cent above that reported in 1955; freight and mail increased 5.9 per cent and 76 per cent, respectively over the figures for the preceding year.[83]

V. DOMESTIC TRADE

438 Southwest China in general and Szechwan in particular is one of the grain-surplus regions of China. A large part of the surplus grain is shipped to Northwest China through the Chengtu-Chungking and Chengtu-Pao-chi railways and to Tibet by river junks and motor trucks. A small part of the surplus grain is usually shipped to Central-South China by water transport on the Yangtze River.

Part of the raw cotton produced in Szechwan is shipped to Yunnan and Kweichow. Szechwan also receives some raw cotton from Hopei

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82. Economic Bulletin, Hong Kong, Nov. 21, 1955, p. 12

83. New China News Agency, Peking, July 20, 1955.

2; Rock K-5 (1934-) 1947 AF16 Southwest China AF16

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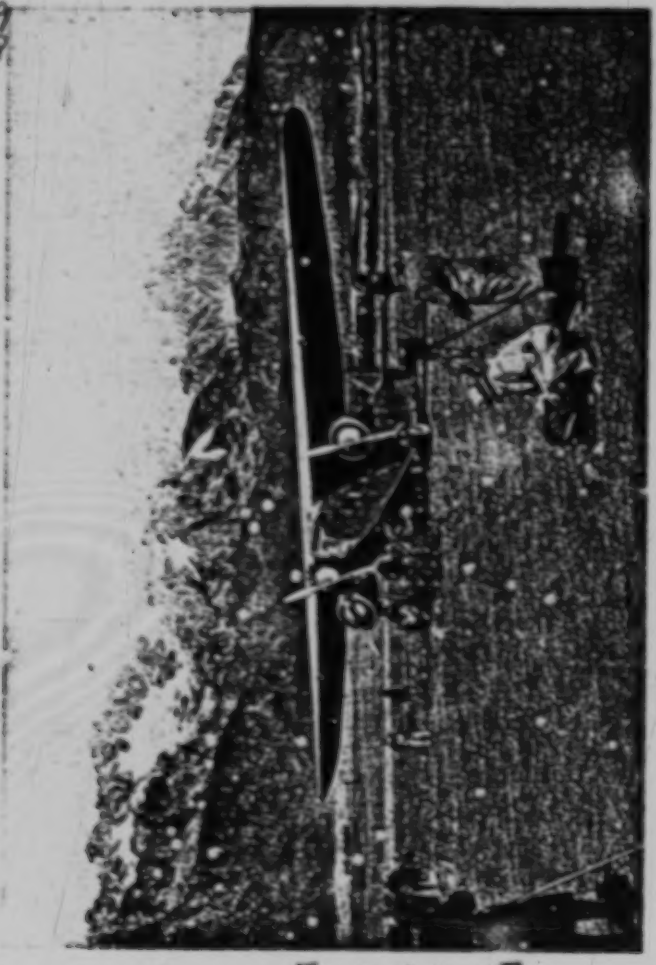

PLATE 150.—THE PLANE K'UN-MING HSIEN WEN-HSUAN-TU'S

AIRPLANE

After making the circuit of the Yi-hang Shan, flying through the 'A-to'ang-shu (Yangtze) gorge, we landed at the foot of the snow range on the natural landing field called Wan-chi'u-ch'ang (Ten li) elevation 8,700 feet. Shan-hsi-ssu in distance.

[p.244 P]

2: Rock K-5 (1934-) 1947 AF16 Southwest China AF16

CHAPTER VII

Air Flight round Li-chiang Snow Range and through the 'A-ts'aŋ-gko — Yangtze Gorge

489 Since my earlier days of exploration in Yün-nan great progress has been made in China: the most important was the linking of out-of-the-way places with centers of civilization, either by motor-road or aeroplane. Roads in our sense of the word are still rare in Yün-nan and few connect with neighboring 509 provinces.[1] Since 1934 an air service has been established linking this far-away province directly with Shanghai (via Chungking) and other parts of China. An opportunity was thus offered to charter the plane K'un-ming of the China National Aviation Company for a flight to the Li-chiang Snow range and through the now famous gorge of the upper Yangtze called 'A-ts'aŋ-gko. It is extremely difficult while exploring on foot in this greatest of all canyons to form an idea as to the lie of the peaks which hem in this gorge. To solve certain geographical problems I decided to fly through the gorge at a sufficient height to enable me to get a bird's-eye view of it and of the surrounding mountains.

133 Viewing the peaks from the air, we have learned that the mountain mass of 'A-ts'aŋ-gko with its towering peaks of A-zzu, A-ku and A-mbu nv-lv (p. 225) running parallel to the bulky pile of Gyi-nâ nv-lv in the west, is by far the most important part of the northern end of the snow range (Plate 149). It forms a huge, broad pyramid, the western and north-western edges of which are the walls flanking the 'A-ts'aŋ-gko gorge. Our picture was taken looking south from an altitude of 17,000 feet as the plane entered the gorge flying in a south-westerly direction. It shows clearly the tremendous pyramid separated from Gyi-nâ nv-lv by a glacier-filled ravine, beyond which is visible Shan-tzu-tou, the highest peak of the range. This proves that Gyi-nâ nv-lv (*see* p. 224) is to the east of Shan-tzu-tou, and not west as shown on Handel-Mazzetti's map. Viewing Gyi-nâ nv-lv from the east one would never suspect that to the west of it extends, parallel to it, this far greater mountain mass of 'A-ts'aŋ-gko nv-lv.

Our flight also definitely proved that the second highest peak of the snow range is in the 'A-ts'aŋ-gko Range. In the next few pages I shall give a description of the actual flight through the gorge from notes taken on the trip.

The Flight

February 3rd (1936) was set as the day for the first flight to the Li-chiang Snow range. It was such a day as only Yün-nan could boast of at that time of year. The sky was cloudless and of a deep turquoise blue, the atmosphere crystal clear. The plane "K'un-ming" left the K'un-ming aerodrome at

[1] Two motor roads have since been opened: one connecting K'un-ming (Yün-nan fu) with Chung-king (Chung-ch'ing 重慶) via Kuei-yang, and the other K'un-ming with Burma via Hsia-kuan and Lung-ling. Owing to the war, air service to the coast cities of China was suspended but has again been inaugurated.

499 The need for railroads in the Basin is most urgent and the clamor for railroad construction is loud. Already there are four projected railroads, namely, the Chengtu-Chungking, the Tzeliuching-Luhsien, the Chengtu-Paochi, and the Chengtu-Kunming lines (Fig. 7).[a] The Chengtu-Chungking projected line is already under construction. This line, after its completion, will link the rich agricultural Chengtu Plain and the growing industrial Chungking area. Furthermore, the completion of the Tzeliuching-Luhsien line will bring forth a more efficient operation of the vital brine-salt industry of the Basin.

509 d) The major air-routes.--If highway development in Szechuan Basin is still in its childhood, airway development is in its infancy. It was not until 1932, only about ten short years ago, at the initiation of the Shanghai-Chengtu air-line, that the Basin first experienced commercial air service. Since then, commercial flying in the Basin has been growing steadily. The original Shanghai-Chengtu Line has suspended operation since 1938 on account of the war.

There are now five principal air lines in the Basin, namely, the Chungking-Hongkong (now extended only to Kunming after the Japanese occupation of Hongkong in December, 1941), Chengtu-Sian, Chengtu-Kunming, Chungking-Chengtu, and Chungking-Loshan lines. Among them, the Chungking-Hongkong (now to Kunming) and Chengtu-Sian lines are the most important.[1]

All the above air-lines are engaged principally in passenger and mail service. Freight capacity is still very limited. In so far as use for cargo transportation is concerned, the present air-line facilities are far from satisfactory. The airways of Szechuan are at best only a symbol of modernization, but the growth has been phenomenal and the future outlook is promising. The cultural and educational value of the air traffic to the inhabitants of the Basin is certainly tremendous.

489 435 e) The relation of transportation to the agricultural land-use in the Basin.--Among all the regional problems of Szechuan Basin, none is more important and more acute than that of transportation. The poor transportation has hampered in more than one way the efficiency of the Basin's agricultural and forestry land-use.

In the first place, the difficult and therefore costly transportation has prevented farmers in the Basin from earning as

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[1] Report of the Bureau of Reconstruction, Szechuan, op. cit., p. 54.

[a] [See end map 3 - Analyst]